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MISMANAGEMENT AT SOVIET PARTS PLANT:
FAULTY TRACTOR PRODUCTION

MISUSE OVERTIME -- Moscow, Trud, 28 Feb 53

The Chkalov Plant imeni Kirov has received permission for 2,000 hours of overtime for the first quarter 1953 from the Presidium of the Central Committee of the Trade Union of workers of the automobile and tractor industry. The plant has been resorting to overtime work for some time now, not because of machine breakdowns or unusual orders to fill, but simply to fulfill the regular plan.

For example, in the third and fourth quarters of 1952, and in January 1953, plant workers put in overtime to make such tractor parts as STZ-NATI pistons, main bearing bushings, and other parts.

The plant management justifies this overtime, saying that there were stoppages and that the overtime was necessary to fulfill the plan for certain tractor parts.

It is true that there are frequent stoppages; a total of 3,200 hours in the fourth quarter 1952. In January 1953, workers in the first machine shop stood idle 1,369 hours, and to make up this lost time, shop workers put in 700 hours of overtime.

Situations like this are caused by poor planning and organization of material supplies, shortcomings which persist even now. In August 1952, the constant-flow line which machines tractor part No A-34-2 (track pins for the STZ-NATI tractor) stood idle 26 days because the machine shop had not been supplied with metal.

The plant was supposed to receive several dozen tons of seamless tube for tractor parts in January and February, but, as of 15 February, the plant had not received any tube, even though numerous telegrams had been sent to the Chelyabinsk office of Glavmetallobyt (Main Administration for the Sale of Metal and Metal Products, Ministry of Ferrous Metallurgy), and to Glavavtotraktorodetal' (Main Administration of Automobile and Tractor Spare Parts, Ministry

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of Automobile and Tractor Industry). The plant did not even receive an answer from these organizations, let alone metal, and was forced to convert the constant-flow lines for making rocker arm bushings to the production of other tractor parts.

The Chkalov Plant imeni Kirov makes several parts in cooperation with the Kuybyshev Avtotraktorodetal' Plant. The Kuybyshev plant is supposed to supply forgings for No 204 main bearings for the STZ tractor, but failed to ship a single forging in January or the first half of February. As a result, the Chkalov plant had to stop the constant-flow lines making this part, and in turn failed to supply (also under the cooperative system) the Voroshilovgrad 20-let Oktyabrya Plant with STZ-NATI main bearings.

The Chkalov plant failed to fulfill its products list plan for January 1953, and there are doubts that the February plan will be fulfilled.

Instead of putting pressure on the Ministry of Automobile and Tractor Industry to assure regular supplies of materials to the Chkalov plant, the Central Committee of the Trade Union merely rubber stamps requests for overtime work. In the third quarter 1952, it approved a quota of 2,500 hours of overtime for the Chkalov plant, but the plant used only 1,116 hours. In the fourth quarter 1952, the Central Committee approved 1,000 hours of overtime, but the plant used only 684 hours. In the first quarter 1953, the plant management did not even request overtime, but the Central Committee (Blinov, chairman) sent in a quota of 2,000 hours automatically.

It is high time that the Central Committee of the Trade Union took an interest in the supply situation at the Chkalov plant.

RETURN DEFECTIVE TRACTORS -- Moscow, Za Ekonomiyu Materialov, Nov 52

In 1951, inspectors of the Ministry of Agriculture returned a considerable number of tractors to plants of the Ministry of Automobile and Tractor Industry to have defects corrected. Some of these tractors had passed final inspection by the divisions of technical control of the producing plants. Tractors were rejected for the following reasons: careless or improper installation of parts; parts which violated the dimensions laid down in the blueprints and the state standards; poor paint jobs; faulty fuel apparatus; insufficient power of diesels; leakage of oil, water, and fuel; air holes and cracks in cast parts; and scratches on cylinder sleeves, pistons, and crankshaft journals.

Moscow, Izvestiya, 3 Mar 53

At the Vladimir Tractor Plant imeni A.A. Zhdanov, there have been mass rejections of certain parts. As high as 12 percent of finished tractors have been returned to the plant by consumers.

Labor-consuming tasks have not been sufficiently mechanized, and hand labor still plays a considerable role at the plant.

In 1952, the plant expended 37,000 hours of overtime, and, at the same time, machine stoppage amounted to 57,000 hours.

BUILD GAS GENERATOR TRACTORS -- Moscow, Vechernyaya Moskva, 4 Mar 53

The Stalingrad Tractor Plant, aided by NATI (State Union Scientific Research Tractor Institute), is preparing to produce GB-58 gas generator tractors operating on bituminous fuels, wood, and peat briquettes; and GT-58 tractors operating on anthracite coal.

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The Minsk Tractor Plant is improving the KT-12 skidding tractor and is simultaneously converting it to a gas generator unit that permits the use of wood with a high moisture content.

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